TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

P. E. BAFFERT.....Nogales

TRAINMASTERS

R. R. BADGLEY.....Yuma
H. C. CHASE.....Tucson
L. WISE.....Tucson
B. B. KIMBALL.....Phoenix

ASSISTANT TRAINMASTERS

J. H. VERMILLION.....Gila
W. S. HOBBS.....Gila
B. M. BRAGDON.....Tucson
R. V. WILLS.....Phoenix

ROAD FOREMEN OF ENGINES

C. L. STEINER.....Tucson
F. BELLMER.....Tucson

ASSISTANT ROAD FOREMAN OF ENGINES

J. E. TOMPKINS.....Yuma

CHIEF TRAIN DISPATCHER

A. R. HOFF.....Tucson

A. W. KILBORN
Assistant Superintendent, Tucson

SOUTHERN PACIFIC COMPANY

TUCSON DIVISION TIMETABLE

134

EFFECTIVE SUNDAY, JANUARY 9, 1955
AT 12:01 A. M.
MOUNTAIN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

G. A. BAYS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Yuma	Dr. C. S. Powell	District Physician and Surgeon
Yuma	Dr. W. C. Cain	Asst. Dist. Physician and Surgeon
Yuma	Dr. J. F. Stanley	Asst. Dist. Physician and Surgeon
Yuma	Dr. Robert A. Stratton	Asst Dist. Physician and Surgeon
Yuma	Dr. William H. Lyle	Asst. Dist. Physician and Surgeon
Buckeye	Dr. B. P. Marble	Emergency Physician and Surgeon
Buckeye	Dr. R. L. Saide	Emergency Physician and Surgeon
Phoenix	Dr. H. D. Ketcherside	District Physician and Surgeon
Phoenix	Dr. D. H. Goodman	District Physician and Surgeon
Phoenix	Dr. Joseph Bank	District Physician and Surgeon
Phoenix	Dr. W. V. Ergenbright	Asst. Dist. Physician and Surgeon
Phoenix	Dr. D. F. Harbridge	Oculist and Aurist
Phoenix	Dr. B. L. Melton	Assoc. Aurist
Phoenix	Dr. O. W. Thoeny	Aurist
Tempe	Dr. M. W. Westervelt	District Physician and Surgeon
Tempe	Dr. B. J. Axel	Asst. Dist. Physician and Surgeon
Mesa	Dr. M. L. Kent	District Physician and Surgeon
Chandler	Dr. D. I. Arnow	Dist. Physician and Surgeon
Coolidge	Dr. G. H. Walker	Emergency Physician and Surgeon
Gilbert	Dr. L. M. Tompkins	Emergency Physician and Surgeon
Florence	Dr. W. P. Tucker	District Physician and Surgeon
Ray	Dr. O. E. Utzinger	District Physician and Surgeon
Hayden	Dr. C. D. Huestis	District Physician and Surgeon
Wellton	Dr. N. D. Kline	District Physician and Surgeon
Gila	Dr. V. J. Jeffery	District Physician and Surgeon
Casa Grande	Dr. J. T. O'Neil	District Physician and Surgeon
Eloy	Dr. E. W. Wade	District Physician and Surgeon
Tucson	Dr. W. C. Finn	Assistant to Chief Surgeon
Tucson	Dr. B. R. Bates	Attending Physician
Tucson	Dr. H. W. Kohl	Visiting Physician
Tucson	Dr. L. J. Kent	Attending Physician
Tucson	Dr. J. S. Mikell	Aurist
Tucson	Dr. B. W. Saylor	Aurist
Tucson	Dr. Robert Blake	Oculist
Nogales	Dr. J. S. Gonzalez	District Physician and Surgeon
Nogales	Dr. Z. B. Noon	District Physician and Surgeon
Nogales	Dr. Deward G. Moody	Emergency Physician and Surgeon
Nogales	Dr. C. S. Smith	Oculist and Aurist
Benson	Dr. Cadman Chaffin	District Physician and Surgeon
Willcox	Dr. H. A. Wells	District Physician and Surgeon
Willcox	Dr. C. J. Bozzi	Asst. Dist. Physician and Surgeon
Bowie	Dr. F. W. Parrish	District Physician and Surgeon
Lordsburg	Dr. Herman S. Cohen	District Physician and Surgeon
Safford	Dr. J. N. Stratton	District Physician and Surgeon
Safford	Dr. Frederick W. Knight	Asst. Dist. Physician and Surgeon
Globe	Dr. C. Gunter	District Physician and Surgeon
Globe	Dr. W. E. Bishop	Asst. Dist. Physician and Surgeon
Miami	Dr. C. M. Cron	District Physician and Surgeon
Miami	Dr. I. E. Harris	Asst. Dist. Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CALIF.
DIVISION—ST. JOSEPH'S HOSPITAL.....PHOENIX, ARIZ.
DIVISION—ST. MARY'S HOSPITAL.....TUCSON, ARIZ.
EMERGENCY HOSPITAL.....TUCSON, ARIZ.
EMERGENCY HOSPITAL.....GILA, ARIZ.

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.

Yuma..... Phillips Bros., 190 Main St.
Yuma..... Edward H. Weiner
Phoenix.....H. H. Howard
Tucson..Seth E. Rogers, 319 E. Congress St.
Casa Grande.....Henry S. Thornton
125 North Florence
Eloy.....Thos. A. Rutherford

Nogales..... .....Savitt's
Benson.....L. L. Torres
Lordsburg.....H. H. Conder
Safford.....Adolph J. Cubitto
Globe.....Cubitto Jewelry Co.
Miami.....J. C. Cubitto, Jr.

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41′	24									
SP....	Baggage.....	60′	48	40								
SP....	Baggage.....	61′		45								
SP....	Baggage.....	66′	65	54								
SP....	Baggage.....	70′	63									
SP....	Baggage and Mail....	60′	56									
SP....	Baggage and Mail....	66′	68	60								
SP....	Baggage and Mail....	69′	64									
SP....	Baggage and Mail....	70′	66									
SP....	Baggage and Psgr. ...	60′	51									
SP....	Baggage and Psgr....	61′		58								
SP....	Baggage—Horse.....	70′	67									
SP....	Baggage—Horse.....	80′	75									
SP....	Postal.....	40′	42									
SP....	Postal.....	60′	59									
SP....	Postal—Storage.....	60′	54									
SP....	Postal—Storage.....	61′	61									
SP....	Club.....	75′			83				80			
SP....	Club.....	77′				100				92		
SP....	Chair.....	60′	53		70				67			
SP....	Chair.....	72′			82		80		79		80	
SP....	Chair.....	73′			78				75			
SP....	Chair.....	74′			90		85	98	87		85	90
SP....	Coach.....	60′	50		67				64			
SP....	Coach.....	70′			78		76		75		76	
SP....	Coach.....	72′	60		81		79		78		79	
SP....	Coach.....	74′			87				84			
SP....	All Day Lunch.....	60′	51		63				60			
SP....	Cafe—Lounge.....	72′			86				83			
SP....	Diner.....	73′	79									
SP....	Diner.....	77′			92	100	85		89	92	85	
SP....	Diner.....	79′					88				88	
SP....	Diner.....	80′				105				97		
SP....	Lounge.....	75′			85		80		82		80	
SP....	Lounge.....	80′			95		93		92		93	
SP....	Observation—Lounge.	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official.....	Var.	79	79			96				96	
Pull...	Standard Sleeper.....	"			92	90		93	89	90		93
Pull...	Lounge.....	"			90	88		89	87	88		89
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87			87	79		
USA..	Dressing.....	"			86				83			
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84				81			
USA..	Hospital (89340-52)...	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express.....	41′	22									
UP...	Baggage.....	69′	62									
UP...	Baggage.....	81′	68									
UP...	Baggage—Dormitory..	81′			76		79		73		79	
UP...	Chair.....	70′				86		89		78		86
UP...	Chair.....	74′						88				80
UP...	Club—Lounge.....	75′				92				83		
UP...	Diner.....	80′				95				87		
UP...	Lounge.....	70′						86				78
CNW.	Baggage.....	66′	68									
CNW.	Coach.....	66′					57				57	
CNW.	Diner.....	66′				88				87		
CRIP.	Express.....	41′	25									
CRIP.	Baggage.....	60′	53									
CRIP.	Baggage.....	66′	65									
CRIP.	Baggage.....	70′	68									
CRIP.	Dormitory.....	70′					78				78	
CRIP.	Chair.....	70′			82				79			
CRIP.	Coach.....	74′			82				79			
CRIP.	Club.....	75′			95				92			
CRIP.	Diner.....	80′					95				95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"				71	64			61	64	
SP....	Chair.....	"				71	63	64		60	63	56
SP....	Chair (Articulated)...	"					99	95			99	88
SP....	Chair—Baggage.....	"						63				55
SP....	Diner.....	"				77	72	64		66	72	56
SP....	Diner (Triplex).....	"					159	174			159	150
SP....	Tavern.....	"					62	65			62	57
SP....	Coffee Shop—Lounge.	"				77	72			66	72	
SP....	Lounge.....	"				74	66			61	66	
SP....	Parlor.....	"						65				57
SP....	Parlor—Observation..	"					58	62			58	54
SP....	Sleeping Cars.....	"				80				70		
Pull...	Sleeping Cars.....	"				65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′					62				62	
UP...	Bage—Dorm (C of SF)	76′				79				71		
UP...	Chair.....	75′				64				56		
UP...	Club—Lounge.....	75′				66				58		
CRIP.	Baggage and Mail....	70′	52									
CRIP.	Dormitory.....	83′					61				61	
CRIP.	Chair.....	80′					61				61	
CRIP.	Diner.....	80′					64				64	
CRIP.	Diner.....	83′					68				68	
CRIP.	Coffee Shop—Lounge.	83′					69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

EASTWARD

Timetable No. 134
January 9, 1955

Capacity of sidings		SECOND CLASS 846 Freight Leave Daily	SECOND CLASS 902 Freight Leave Daily	SECOND CLASS 844 Freight Leave Daily	SECOND CLASS 842 Freight Leave Daily	FIRST CLASS 4 Golden State Leave Daily	FIRST CLASS 6 Argonaut Leave Daily	FIRST CLASS 40 Imperial Leave Daily	FIRST CLASS 370 A. O. N. Leave Daily Ex. Sun., Mon	FIRST CLASS 2 Sunset Limited Leave Daily	Mile Post Location	STATIONS	Distance from Yuma
Yuma yard	BKWDOTYP	PM 4.40	PM 2.35	AM 9.35	AM 1.00	PM 7.35	AM 4.50	AM 4.15	AM 3.05	AM 2.25	732.7	TO-R YUMA (DT)	0
											737.4	4.7	
	P	4.55	2.50	9.50	1.15	7.42	4.58	4.22	3.13	**2.33**	737.5	TO-R EAST YARD	4
											740.1	2.6 ARABY	7
58	P	4.59	2.54	9.54	1.19								
115	P	5.04	2.59	9.59	1.24	7.48	5.05	4.28	3.20	2.39	743.7	3.6 FORTUNA	10
											746.6	2.9 BLAISDELL	13
58	P	5.08	3.03	10.03	1.28								
104	P	5.15	3.10	10.09	1.35	7.56	5.13	4.36	3.28	2.47	750.6	4.0 KINTER	17
M 73	P	5.20	3.15	10.14	1.40	8.01	5.18	f 4.42	3.33	2.52	753.5	TO 2.9 DOME (DT)	20
64	Yard Limits WIP	5.47 PM	3.42	10.41 AM	2.07 AM	8.20	f 5.38 AM	f 5.03	3.53	3.11	770.0	TO 16.5 WELLTON (DT)	37
66	P		3.50			8.25		5.09	3.59	3.16	775.7	5.7 MING	42
67	P		3.57			8.30		f 5.16	4.05	3.21	780.9	5.2 ROLL	48
69	P		4.15			8.40		5.28	4.18	3.32	793.2	12.3 GROWLER	60
71	P		4.30			8.47		5.37	4.28	3.39	802.5	9.3 KOFA	69
69	P		4.45			8.55		c 5.49	4.39	3.47	812.7	10.2 HORN	79
70	WP		5.00			**9.03**		f 6.00	4.49	3.55	822.3	9.6 HYDER	89
71	P		5.14			9.10		6.09	4.58	4.02	831.1	8.8 MONTEZUMA	98
71	P		5.30			9.18		6.18	5.08	4.11	841.1	10.0 SADDLE	108
71	P		6.00			9.27		6.30	5.21	4.21	851.0	9.9 GILLESPIE	118
69	P		6.15			9.35		6.39	5.32	4.29	861.3	10.3 ARLINGTON	128
69	P		6.22					6.44	5.37	4.33	865.7	4.4 DIXIE	132
68	P		6.30			9.43		6.50	5.43	4.38	871.5	5.8 CONGER	138
74	P		6.37			9.47		s 6.57	5.48	4.43	875.7	TO 4.2 BUCKEYE	142
68	P		6.47			9.53		7.04	5.55	4.48	881.7	6.0 LIBERTY	148
	YP										889.3	7.6 LITCHFIELD JCT.	156.5
68	P		7.00			9.59		f 7.12	6.04	4.54	889.7	TO 0.4 LITCHFIELD	156
96	P		7.05			10.02		7.16	6.08	4.57	893.0	3.3 CASHION	160.2
70	P		7.13			10.06		7.21	6.14	5.01	898.1	5.1 FOWLER	165.3
Phoenix yard 71	P		**7.22**			10.11		7.27	6.21	5.07	904.0	5.9 23rd AVE. PHOENIX	171.2
											905.5	1.5 Crossing—AT&SFRy Wye	172.7
	BKWP					s 10.17 PM		s 7.35 AM		s 5.15 AM	906.0	TO-R 0.5 PHOENIX (DT)	173.2
	BKWDOTYP		7.40 PM						6.35 AM		907.0	TO-R 1.0 PHOENIX YARD	174.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. Mon.	Arrive Daily		(174.2)	
		846	902	844	842	4	6	40	370	2			

Automatic Block Signal System

RULE 5. Schedule time and train-order time for eastward trains at East Yard apply at end of double track; and for eastward and westward trains at Phoenix Yard at end of double track MP 907.43.

RULE S-72. Exceptions: No. 4 is superior to No. 39.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

EASTWARD ↓ | WESTWARD

Timetable No. 134
January 9, 1955
Litchfield Branch

Capacity of sidings	Mile Post Location	STATIONS	Station Number	Distance from Litchfield Park
YP	889.3	LITCHFIELD JCT.	. . .	4.6
	894.7	4.6 LITCHFIELD PARK	6305 ↑	0.0
		(4.6)		

Timetable No. 134

January 9, 1955

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Phoenix Yard	5 Argonaut	1 Sunset Limited	39 Imperial	3 Golden State
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
732.7	TO-R **YUMA** 4.7 (DT)	3682	174.2	AM s 9.05	AM s 11.30	PM s 11.05	AM s 2.45
737.4 / 737.5	R **EAST YARD** 2.6 (DT)	5405	169.5	8.50	11.18	10.52	**2.33**
740.1	**ARABY** 3.6	5407	166.9	8.48	11.16	10.50	2.31
743.7	**FORTUNA** 2.9	5411	163.3	8.44	11.12	10.46	2.27
746.6	**BLAISDELL** 4.0	5414	160.4	8.41			
750.6	**KINTER** 2.9	5418	156.4	8.36	11.04	10.38	2.19
753.5	TO **DOME** 16.5 (DT)	5421	153.5	f 8.30	10.59	f 10.33	2.14
770.0	TO **WELLTON** 5.7 (DT)	5437	137.0	8.09 AM	10.40	f 10.12	1.55
775.7	**MING** 5.2	5906	131.3			10.05	1.49
780.9	**ROLL** 12.3	5911	126.1		10.30	f 9.58	1.44
793.2	**GROWLER** 9.3	5923	113.8		10.19	9.42	1.33
802.5	**KOFA** 10.2	5933	104.5		10.10	9.32	1.24
812.7	**HORN** 9.6	5943	94.3		10.00	c 9.20	1.14
822.3	**HYDER** 8.8	5952	84.7		9.52	f **9.03**	1.06
831.1	**MONTEZUMA** 10.0	5961	75.9		9.44	8.45	12.58
841.1	**SADDLE** 9.9	5971	65.9		9.36	8.35	12.50
851.0	**GILLESPIE** 10.3	5981	56.0		9.28	8.26	12.42
861.3	**ARLINGTON** 4.4	5991	45.7		9.18	8.14	12.32
865.7	**DIXIE** 5.8	5996	41.3		9.14	8.09	12.28
871.5	**CONGER** 4.2	6002	35.5		9.09	8.03	12.23
875.7	TO **BUCKEYE** 6.0	6006	31.3		9.05	s 7.57	12.19
881.7	**LIBERTY** 7.6	6012	25.3		8.59	7.47	12.13
889.3	**LITCHFIELD JCT.** 0.4	. . .	17.7				
889.7	TO **LITCHFIELD** 3.3	6020	17.3		8.50	s 7.38	12.05
893.0	**CASHION** 5.1	6023	14.0		8.47	7.33	12.02 AM
898.1	**FOWLER** 5.9	6028	8.9		8.42	7.28	11.57 PM
904.0	**23rd AVE. PHOENIX** 1.5	6034	3.0		8.36	**7.22**	11.51
905.5	**Crossing—AT&SFRy Wye** 0.5	. . .	1.5				
906.0	TO-R **PHOENIX** 1.0 (DT)	6036	1.0		8.30 AM	7.15 PM	11.45 PM
907.0	TO-R **PHOENIX YARD** (DT)	6037	0.0				
	(174.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
				5	1	39	3

Automatic Block Signal System

RULE 5. Schedule time and train-order time for eastward trains at East Yard apply at end of double track; and for eastward and westward trains at Phoenix Yard at end of double track MP 907.43.

RULE S-72. Exceptions: No. 4 is superior to No. 39.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
25W ..	755.2	Granite Spur	5422
12E ..	760.2	Ligurta (Spur)	5427
31E . .	788.3	Tyson (Spur)	5918
4W ..	849.4	Harqua (Spur)	5979
12W ..	856.0	Crag (Spur)	5986
12W ..	867.6	Hassayampa (Spur)	5998
.. ..	895.7	Tolleson	6026
.. ..	900.8	Cotpro	6030
.. ..	902.0	Campo	6032

WELLTON SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS 846 Freight Leave Daily	SECOND CLASS 844 Freight Leave Daily	SECOND CLASS 842 Freight Leave Daily	FIRST CLASS 6 Argonaut (c) Leave Daily	Mile Post Location	Timetable No. 134 January 9, 1955 STATIONS	Station Number	Distance from Gila	WESTWARD FIRST CLASS 5 Argonaut (c) Arrive Daily
Yard Limits 64 WIP	PM 5.47	AM 10.41	AM 2.07	AM 5.38	770.0	TO WELLTON	5437	85.7	f AM 8.09
104 P	5.57	10.51	2.17	5.47	776.4	6.4 NOAH	5444	79.3	8.00
104 P	6.07	11.01	2.27	6.01	783.8	7.4 COLFRED	5451	71.9	7.48
104 P	6.20	11.14	2.40	f 6.16	792.6	TO 8.8 MOHAWK	5460	63.1	f 7.39
104 P	6.33	11.27	2.53	6.26	800.5	7.9 STOVAL	5468	55.2	7.26
90 P	6.40	11.34	3.00	f 6.34	806.2	5.7 DATELAND	5473	49.5	f 7.18
124 WP	6.47	11.41	3.07	f 6.43	811.9	5.7 AZTEC	5479	43.8	f 7.08
104 P	6.57	AM 11.51	3.17	**6.53**	819.7	7.8 STANWIX	5487	36.0	**6.53**
102 WP	7.09	PM 12.04	3.30	s 7.05	826.1	TO 6.4 SENTINEL	5493	29.6	s 6.40
104 P	7.30	12.25	3.51	7.20	839.9	13.8 PIEDRA	5507	15.8	6.23
59 P	7.39	12.34	4.00	7.27	845.5	5.6 THEBA	5513	10.2	6.17
104 P	7.47	12.41	4.07	7.33	850.3	4.8 SMURR	5518	5.4	6.12
Yard Limits BKWOYP	7.55 PM	12.50 PM	4.15 AM	s 7.40 AM	855.7	TO-R 5.4 GILA	5523	0.0	6.05 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(85.7)			Leave Daily
	846	**844**	**842**	**6**		Automatic Block Signal System			**5**

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
..	781	Tacna	5448

YUMA VALLEY RAILROAD

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 134 January 9, 1955 STATIONS	Station Number	WESTWARD Distance from Gadsden
Yuma yard P	0.0	TO-R YUMA	3682	21.0
	1.0	1.0 U.S.R.S.	6201	20.0
	8.5	7.5 WILLETTS	6209	12.5
21	15.0	6.5 SOMERTON	6215	6.0
	21.0	6.0 GADSDEN	...	0.0
		(21.0)		

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules, and Special Instructions in Tucson Division Timetable govern on YVRR.

Trains will not exceed speed 10 MPH except must not exceed 8 MPH over trestle at U.S.R.S.

Engines weighing over 150,000 pounds on drivers must not operate on YVRR.

Impaired side clearance at Spillway, MP 10.25.

At Yuma, normal position of junction switch will be for YVRR main track.

Track out service and must not be used east of MP 18 (Somerton).

Load limit (car and contents):
Yuma-Gadsden .....169,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
..	..	10.2	Spillway	6210

EASTWARD

Capacity of sidings	SECOND CLASS 856 Freight Leave Daily	SECOND CLASS 854 Freight Leave Daily	SECOND CLASS 852 Freight Leave Daily	FIRST CLASS	FIRST CLASS 6 Argonaut Leave Daily	Mile Post Location	Timetable No. 134 January 9, 1955 STATIONS	Station Number	Distance from Picacho	WESTWARD FIRST CLASS 5 Argonaut Arrive Daily
Yard Limits BKWOYP	PM 8.05	PM 12.10	AM 3.10		AM 7.50	855.7	TO-R GILA	5523	81.0	s AM 5.55
105 P	8.30	12.35	3.35		8.05	865.1	9.4 BOSQUE	5532	71.6	5.44
105 P	8.50	12.55	3.55		8.17	871.2	6.1 SHAWMUT	5538	65.5	5.35
105 P	9.05	1.10	4.08		f 8.25	874.6	TO 3.4 ESTRELLA	5542	62.1	f 5.30
104 P	9.16	1.21	4.19		f 8.36	883.7	9.1 MOBILE	5551	53.0	f 5.18
58 P	9.21	1.26	4.24		8.41	888.4	4.7 ENID	5556	48.3	5.10
140 WP	9.32	1.37	4.35		s 8.52	897.8	TO 9.4 MARICOPA	5565	38.9	s 4.58
104 P	9.45	1.50	4.47		9.04	907.7	9.9 BON	5575	29.0	4.47
Yard Limits 104 WP	10.00	2.05	5.02		s 9.23	918.8	TO 11.1 CASA GRANDE	5586	17.9	s 4.34
104 P	10.12	2.17	5.14		c 9.35	928.4	9.6 TOLTEC	5596	8.3	c 4.17
69 P	10.18	2.23	5.20		s 9.45	933.1	4.7 ELOY	5600	3.6	s 4.10
N87 Yard Limits S106 IYP	10.25 PM	2.30 PM	5.27 AM		f 9.51 AM	936.7	TO 3.6 PICACHO	5604	0.0	4.02 AM
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily		(81.0)			Leave Daily
	856	854	852		6					5

Automatic Block Signal System

North track, east of crossover at Maricopa, capacity 82 cars, must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
18E ..	921.0	Seco.....(Spur)	5588

EASTWARD

Capacity of sidings	Mile Post Location	Timetable No. 134 January 9, 1955 Nogales Branch STATIONS	Station Number	Distance from Nogales	WESTWARD
Tucson yard BKWDOITYP	983.9	TO-R TUCSON	5651	65.9	
20	991.6	7.7 GRANCEN	6708	58.2	
P	1002.4	TO 10.8 SAHUARITA	6719	47.4	
WP	1021.1	18.7 AMADO	6737	28.7	
Nogales yard BKWOTP	1049.8	TO-R 28.7 NOGALES	6766	0.0	
		(65.9)			

On Eagle-Picher spur at Sahuarita:
Speed must not exceed 10 MPH; nor exceed 5 MPH with engine backing.
A flagman must precede all movements over Nogales Highway.
Back-up hose must be used on leading car when shoving.
Air brakes must be used, and rear end test made on all movements.
Derail on this spur 7575 feet from main track, which is 349 feet from switch to concentrate spur.
Hand brakes must be securely set on all cars left at the plant, and cars must not be left west of the derail.
One retainer for each 60 tons must be turned up from the plant to Santa Cruz River bridge.
Engines not permitted across ore bins.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. Y	992.4	Aldona.....(Spur)	6709
12E ..	1010.4	Continental.....(Spur)	6727
13W ..	1034.2	Otero.....(Spur)	6750
28 Y	1039.8	Calabasas.....(Spur)	6756

EASTWARD

Timetable No. 134
January 9, 1955

Capacity of sidings	SECOND CLASS 856 Freight Leave Daily	854 Freight Leave Daily	852 Freight Leave Daily	904 Freight Leave Daily	FIRST CLASS 4 Golden State Leave Daily	40 Imperial Leave Daily	6 Argonaut Leave Daily	370 A. O. N. Leave Daily Ex. Sun. Mon.	2 Sunset Limited Leave Daily	Mile Post Location	STATIONS	Distance from Phoenix
Phoenix yard BKWP					PM 10.37	AM 8.05			AM 5.30	906.0	TO-R PHOENIX DT	0.0
BKWDOTYP				AM 12.05	10.41	**8.11**		AM 7.10	5.33	907.0	TO-R 1.0 PHOENIX YARD	1.0
P				12.15	10.48	8.18		7.17	5.40	911.1	4.1 KENDALL	5.1
Yd. Lmts. 75 YP				12.25	**10.55**	s 8.28		7.23	5.45	914.4	TO 3.3 TEMPE	8.4
P										915.3	0.9 TEMPE JCT.	9.3
P										917.1	1.8 NORMAL JCT.	11.1
Yard Limits 74 WYP				12.50	c 11.05	s 8.48		7.35	c 5.55	921.8	TO 4.7 MESA	15.8
77 P				12.56	11.07	8.51		**7.46**	5.58	923.6	1.8 McQUEEN	17.6
75 P				1.08	c 11.16	s 9.05		7.54	c 6.05	929.3	TO 5.7 CHANDLER	23.3
72 P				1.15	11.21	9.12		8.00	6.10	934.3	5.0 SERAPE	28.3
63 P				1.22	11.25	9.17		8.05	6.14	939.0	4.7 SANTAN	33.0
63 P				1.28	11.28	9.21		8.10	6.18	943.2	4.2 DOCK	37.2
68 P				1.42	11.37	9.30		8.21	6.27	953.2	10.0 BLACKWATER	47.2
115 P				1.49	11.41	9.35		8.26	6.31	958.2	5.0 POSTON	52.2
69 WP				1.55	c 11.46	s 9.48		8.30	c 6.36	962.0	TO 3.8 COOLIDGE	56.0
63 P				2.10	PM 11.55	10.01		8.40	6.44	971.4	9.4 TOPAZ	65.4
N 87 S 106 Yd.Lmts. IYP	PM 10.25	PM 2.30	AM 5.27	2.25	AM 12.03	10 10	AM 9.51	8.50	**6.53**	979.7 936.7	TO 8.3 PICACHO	73.7
136 P	10.39	2.44	5.41	2.37	12.10	10.21	10.01	9.00	7.03	944.2	7.5 WYMOLA	81.2
135 WP	10.50	2.55	5.52	2.48	12.16	10.30	10.09	9.08	7.09	951.4	TO 7.2 RED ROCK	88.4
172 P	11.00	3.05	6.02	2.58	12.22	10.38	10.17	9.16	7.15	958.4	7.0 NAVISKA	95.4
64 P	11.05	3.10	6.07	3.03		10.42	10.21	9.20		962.2	3.8 MARANA	99.2
89 P	11.09	3.14	6.11	3.07						964.6	2.4 PAPAGO	101.6
171 WP	11.13	3.18	6.14	3.11	12.29	10.48	c 10.26	9.26	7.22	966.9	TO 2.3 RILLITO	103.9
88 P	11.19	3.24	**6.20**	3.16	12.32	10.51	10.29	9.29		969.9	3.0 SABINO	106.9
133 P	11.25	3.32	6.26	**3.24**	12.36	10.55	10.34	9.34	7.29	974.7	4.8 KINO	111.7
W 141 P	11.32	3.39	6.33	3.31	12.40	10.59	10.39	9.39	7.33	979.3	4.6 STOCKHAM DT	116.3
Tucson yard BKWDOITYP	11.50 PM	3.55 PM	6.50 AM	3.45 AM	s 12.50 AM	s 11.10 AM	s 10.50 AM	9.50 AM	s 7.45 AM	983.9	TO-R 4.6 TUCSON	120.9
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon	Arrive Daily		(120.9)	
	856	854	852	904	4	40	6	370	2			

Automatic Block Signal System

Red Rock: First track south of main track, capacity 74 cars, is designated No. 1 track and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

RULE 5. Schedule time and train-order time for eastward and westward trains at Phoenix Yard apply at end of double track MP 907.43; and for eastward and westward trains at Stockham at the end of double track.

Second main track between east end Phoenix Yard and Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

RULE S-72. Exceptions: Nos. 2 and 40 are superior to No. 5. No. 4 is superior to Nos. 5 and 39.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

No. 40 exchange mail at Randolph and at east end Picacho, stopping if necessary.

Timetable No. 134

January 9, 1955

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Tucson	5 Argonaut Arrive Daily	1 Sunset Limited Arrive Daily	39 Imperial Arrive Daily	3 Golden State Arrive Daily
906.0	TO-R **PHOENIX** 1.0 (DT)	6036	120.9		s AM 8.20	s PM 6.40	s PM 11.25
907.0	TO-R **PHOENIX YARD** 4.1 (DT)	6037	119.9		**8.11**	6.33	11.12
911.1	**KENDALL** 3.3	6041	115.8		8.04	6.26	11.05
914.4	TO **TEMPE** 0.9	6044	112.5		7.59	s 6.14	**10.55**
915.3	**TEMPE JCT.** 1.8	6045	111.6				
917.1	**NORMAL JCT.** 4.7	6047	109.8				
921.8	TO **MESA** 1.8	6052	105.1		c 7.49	s 6.04	c 10.40
923.6	**McQUEEN** 5.7	6054	103.3		**7.46**	5.51	10.37
929.3	TO **CHANDLER** 5.0	6059	97.6		c 7.40	s 5.44	c 10.30
934.3	**SERAPE** 4.7	6064	92.6		7.35	5.29	10.22
939.0	**SANTAN** 4.2	6069	87.9		7.31	5.24	10.18
943.2	**DOCK** 10.0	6073	83.7		7.27	5.20	10.15
953.2	**BLACKWATER** 5.0	6083	73.7		7.18	5.11	10.07
958.2	**POSTON** 3.8	6088	68.7		7.14	5.06	10.03
962.0	TO **COOLIDGE** 9.4	6092	64.9		c 7.10	s 5.00	c 10.00
971.4	**TOPAZ** 8.3	6101	55.5		7.03	4.43	9.52
979.7 936.7	TO **PICACHO** 7.5	5604	47.2	c AM 4.02	**6.53**	4.34	9.44
944.2	**WYMOLA** 7.2	5611	39.7	3.54	6.42	4.26	9.37
951.4	TO **RED ROCK** 7.0	5619	32.5	3.47	6.36	4.20	9.31
958.4	**NAVISKA** 3.8	5626	25.5	3.40	6.30	4.14	9.25
962.2	**MARANA** 2.4	5629	21.7			4.10	
964.6	**PAPAGO** 2.3	5632	19.3				
966.9	TO **RILLITO** 3.0	5634	17.0	3.32	6.23	4.06	9.18
969.9	**SABINO** 4.8	5637	14.0	3.29	**6.20**	4.03	9.15
974.7	**KINO** 4.6	5642	9.2	**3.24**	6.16	3.58	9.11
979.3	TO **STOCKHAM** 4.6 (DT)	5647	4.6	3.19	6.12	3.53	9.07
983.9	TO-R **TUCSON** (DT)	5651	0.0	3.10 AM	6.05 AM	3.45 PM	9.00 PM
	(120.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
				5	1	39	3

Automatic Block Signal System

Red Rock: First track south of main track, capacity 74 cars, is designated No. 1 track and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

RULE 5. Schedule time and train-order time for eastward and westward trains at Phoenix Yard apply at end of double track MP 907.43; and for eastward and westward trains at Stockham at the end of double track.

Second main track between east end Phoenix Yard and Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

RULE S-72. Exceptions: Nos. 2 and 40 are superior to No. 5. No. 4 is superior to Nos. 5 and 39.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
11E ..	909.43	Aristuc ..... (Spur)	6039
.. ..	911.8	Tovrea	6042
20E ..	912.9	Yeso ..... (Spur)	6043
18 ..	925.4	Tremaine	6055
36 ..	926.1	Falfa	6056
.. ..	931.0	Pozo	6061
28E ..	966.4	Randolph ..... (Spur)	6096
.. ..	953.5	Avra ..... (Spur)	5622
.. ..	968.6	Plata ..... (Spur)	5636
.. ..	972.1	Cortaro	5639
27W ..	977.4	Jaynes ..... (Spur)	5645
.. ..	981.2	Petrie ..... (Spur)	5648

EASTWARD				Timetable No. 134 January 9, 1955			WESTWARD
		THIRD CLASS					SECOND CLASS
Capacity of sidings		870 Freight	Mile Post Location	Christmas Branch	Station Number	Distance from Christmas	871 Freight
		Leave Daily		STATIONS			Arrive Daily
77	P		923.6	McQUEEN	6054	86.9	
68	P		927.0	TO 3.4 GILBERT	6603	83.5	
			932.0	5.0 HIGLEY	6608	78.5	
			935.6	3.6 GERMANN	6612	74.9	
	P		938.1	2.5 RITTENHOUSE	6615	72.4	
	P		941.6	3.5 QUEEN CREEK	6618	68.9	
	P		949.8	8.2 MAGMA	6626	60.7	
21	P		959.0	TO 9.2 FLORENCE	6635	51.5	
Yard Limits	P	AM 6.35	987.8	TO-R 28.8 RAY JCT.	6664	22.7	AM 6.20
Yard Limits	Y		999.7	11.9 BURNS	6676	10.8	
Yard Limits	BKWDYP	7.15 AM	1000.2	TO-R 0.5 HAYDEN JCT.	6677	10.3	5.30 AM
Yard Limits	P		1002.1	TO 1.9 HAYDEN	6679	8.4	
			1010.5	8.4 CHRISTMAS	6687	0.0	
		Arrive Daily		(86.9)			Leave Daily
		870					871

When operator not on duty crew called for No. 871 may leave Hayden Jct. without clearance, and crew arriving Ray Jct. on No. 871 may assume the schedule of No. 870 without clearance.

Eastward stop sign is located at MP 984.65; westward stop sign is located at MP 984.80, east of Wooley.

Trains after stopping, must not exceed 10 MPH between these stop signs and when storm or other prevailing conditions require, trains must be preceded by flagman.

Kennecott Copper Corporation R.R. between Hayden Jct. and Hayden Mills is operated by Tucson Division, and is within Hayden Jct. yard limits.

Special upper quadrant signals on high mast at Hayden Jct. indicate stop when arms are in horizontal position. Eastward signal must be left in stop position while a westward movement is being made from Hayden Mills, and westward signal must be left in stop position while any train or engine is occupying the Christmas line east of Hayden Jct. until such train or engine comes to stop, or is not moving west of Hayden.

Proceed indication in eastward signal will authorize movement Hayden Jct. to Hayden Mills, and proceed indication in westward signal will authorize movement from KCCRR line, or from Christmas line, from Christmas line junction to Hayden Jct., movements from KCCRR line approaching the junction switch to have preference.

Normal position of Christmas line junction switch is for KCCRR line. Westward movements from KCCRR line must stop before fouling this junction switch and may then proceed if special signal at train-order office indicates proceed.

Movements in either direction between Hayden Jct. and Hayden Mills must be spaced 10 minutes apart. Back-up hose must be used and one trainman must ride in cab of engine when shoving cars Hayden Jct. to Hayden Mills. Flag protection to the rear must be provided as prescribed by Rule 99 when movement is stopped at any point Hayden Jct. to Hayden Mills on ascending grade, and must also be provided to rear on descending grade when there is another following movement possible.

Speed must not exceed 15 MPH in either direction. Grade is 2.2% descending Hayden Mills to Hayden Jct.

Ray Consolidated derail near west end Hayden Mills is spring derail, and may be trailed through on movement to Hayden Mills and must be thrown for all westward movements and lined back to derail following movement over the derail.

Impaired overhead and side clearance at Hayden Mills smelter.

Entrance to Kennecott Copper Corp'n plant is protected by gate, which must be closed and locked at night.

Between Price and Christmas: Look out for rocks and landslides.

On San Manuel Arizona Railroad at Hayden, engines and/or cars must not go beyond east derail, east of east switches of sidings.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
13W ..	969.0	Price.....(Spur)	6645
6W ..	975.2	Cochran.....(Spur)	6652
5E ..	984.6	Wooley.....(Spur)	6661
.. ..	994.9	Branaman.....	6671
8E ..	1003.5	Winkelman.....(Spur)	6680

Capacity of sidings		EAST-WARD ↓ Mile Post Location	Timetable No. 134 January 9, 1955 Creamery Branch STATIONS	Station Number	WEST-WARD Distance from Normal Jct.
Yd. Lmts. 75	WYP	914.4	TO TEMPE	6044	2.1
		915.4	1.0 CREAMERY	6501	1.1
		916.5	1.1 NORMAL JCT.	6047 ↑	0.0
			(2.1)		

Capacity of sidings		EAST-WARD ↓ Mile Post Location	Timetable No. 134 January 9, 1955 Tempe Branch STATIONS	Station Number	WEST-WARD Distance from West Chandler
Yard Limits	P	915.3	TEMPE JCT.	6045	7.7
		917.7	2.4 PETERSON	6402	5.3
		919.2	1.5 HELENA	6405	3.8
		923.0	3.8 WEST CHANDLER	6408 ↑	0.0
			(7.7)		

EASTWARD									WESTWARD			
	SECOND CLASS				Timetable No. 134				SECOND CLASS		THIRD CLASS	
Capacity of sidings		884 Freight	886 Freight	Mile Post Location	January 9, 1955		Station Number	Distance from Miami	883 Freight		885 Freight	
		Leave Daily Ex. Monday	Leave Daily		Globe Branch				Arrive Daily Ex. Sunday		Arrive Daily	
					STATIONS							
Yard Limits 230 BKWYP		AM 7.30		1098.4 1098.1	TO-R	BOWIE	5765	133.8	PM 6.30			
P		8.15		1117.8		19.7 TANQUE	6820	114.1	5.40			
34 P		9.06		1132.6		14.8 SOLOMON	6835	99.3	4.55			
Yard Limits 47 P		10.10		1137.5	TO	4.9 SAFFORD	6839	94.4	4.25			
P		10.33		1145.6	TO	8.1 PIMA	6848	86.3	2.45			
P		11.30		1153.0		7.4 CORK	6855	78.9	2.05			
P		AM 11.50		1159.3		6.3 FT. THOMAS	6861	72.6	1.43			
P		PM 12.05		1164.2		4.9 GERONIMO	6866	67.7	1.30			
50 P		12.57		1176.8		12.6 CALVA	6879	55.1	12.57			
49 P		1.40		1191.0		14.2 DILI	6893	40.9	12.20 PM			
48 WP		2.10		1201.0	TO	10.0 SAN CARLOS	6903	30.9	11.50 AM			
P		2.50		1213.5		12.5 CUTTER	6915	18.4	11.20			
Yard Limits BKWDTP		3.20 PM	AM 6.10	1221.5	TO-R	8.0 GLOBE	6923	10.4	10.50 AM		AM 9.20	
Yard Limits P			7.15 AM	1231.9		10.4 MIAMI	6934	0.0			8.15 AM	
		Arrive Daily Ex. Monday	Arrive Daily			(133.8)			Leave Daily Ex. Sunday		Leave Daily	
		884	886						883		885	

RULE 82-A. Crew called for No. 886 may leave Globe without clearance.

Crew arriving Miami on No. 886 may assume the schedule of No. 885 without clearance.

Between MP 1184 and MP 1196: Look out for rocks and landslides.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1140.6	Thatcher	6843
8 ..	1146.7	Dublin	6849
.. ..	1148.9	Glenbar	6851
.. ..	1154.8	Ashurst	6857
5E ..	1170.1	Bylas (Spur)	6872
.. ..	1197.3	Peridot	6899
9 ..	1219.3	Pinal	6921
10W ..	1226.2	Radium (Spur)	6928
5W ..	1227.3	Burch (Spur)	6929
9 ..	1230.2	Claypool	6932

EASTWARD

Timetable No. 134
January 9, 1955

Capacity of sidings	SECOND CLASS 866 Freight Leave Daily	864 Freight Leave Daily	962 Freight Leave Daily	862 Freight Leave Daily	FIRST CLASS 40 Imperial Leave Daily	6 Argonaut Leave Daily	2 Sunset Limited Leave Daily	4 Golden State Leave Daily	Mile Post Location		STATIONS	Distance from Tucson
Tucson yard BKWDOITYP	PM 5.30	AM 8.35	AM 8.15	AM 1.30	AM 11.40	AM 11.20	AM 7.55	AM 1.05	983.9		TO-R TUCSON	0
E 137 P	5.55	9.00	8.35	1.55	AM 11.56	11.36	8.10	1.20	994.8		10.9 WILMOT	10
E 58 P	6.20	9.25	8.55	2.20	PM 12.08	AM f 11.48	8.19	1.29	1003.9 1003.3		9.1 VAIL	20
110 WP	6.50	9.55	9.20	2.50	12.27	PM 12.07	8.38	1.48	1012.6		9.3 PANTANO	29
N 82 S 76 Yard Limits IYP	7.30	10.35	10.05 AM	3.30	12.50 PM	f 12.30	9.00 AM	2.10 AM	1023.6		TO-R 11.0 MESCAL	40
73 P	7.38	10.43		3.38		12.36			1028.2		4.6 CHAMISO	44
113 Yard Limits KWOYP	7.46	10.51		3.46		s 12.48			1032.5 1032.6		TO 4.3 BENSON	49
117 P	7.53	10.58		3.53		12.54			1035.8		3.2 FENNER	52
71 P	8.20	11.25		4.20		1.07			1041.0		5.2 SIBYL	57
105 P	8.30	AM 11.35		4.30		1.12			1043.9 1044.4		2.9 TULLY	60
138 P	9.10	PM 12.15		5.10		s **1.30**			1053.9		TO 9.5 DRAGOON	70
78 P	9.18	12.23		5.18		1.36			1058.3		4.4 MANZORO	74
86 P	9.25	12.30		5.25		f 1.42			1063.9		TO 5.6 COCHISE	80
104 Yard Limits WP	9.40	**12.45**		5.40		s 2.10			1074.7		TO 10.8 WILLCOX	90
94 P	9.55	1.00		5.55		2.23			1082.6		7.9 RASO	98
113 P	10.05	1.10		6.05		2.32			1091.0		8.4 LUZENA	107
230 Yard Limits BKWYP	10.14	1.19		6.14		s 2.45			1098.4		TO 7.4 BOWIE	114
110 P	10.24	1.29		6.24		2.54			1106.6		8.2 OLGA	122
105 WP	10.33	1.38		6.33		s 3.02			1114.2		TO 7.6 SAN SIMON	130
105 P	10.53	1.58		6.53		3.13			1121.8		7.6 VANAR	137
105 P	11.25	2.30		7.25		f 3.29			1128.9		TO 7.1 STEINS	145
135 P	11.30	2.35		7.30		3.35			1132.7		3.8 MONDEL	148
105 P	11.40	2.45		7.40		3.44			1140.8		8.1 GARY	156
Yard Limits BKWDYP	11.55 PM	3.00 PM		7.55 AM		s 4.00 PM			1148.3		TO-R 7.5 LORDSBURG	164
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(164.4)	
	866	864	962	862	40	6	2	4				

Automatic Block Signal System

No. 2 Track

Benson: First track south of main track east of station, capacity 66 cars, is designated No. 2 track, and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

Timetable No. 134

January 9, 1955

WESTWARD

FIRST CLASS

Capacity of sidings	Mile Post Location	STATIONS		Station Number	Distance from Lordsburg	5 Argonaut	1 Sunset Limited	39 Imperial	3 Golden State
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Tucson yard BKWDOITYP	983.9	TO-R	**TUCSON** 10.9	5651	162.4	AM s 2.40	AM s 5.55	PM s 3.15	PM s 8.45
W 136 P	994.8		**WILMOT** 8.9	5662	151.5	2.20	5.33	2.52	8.24
W 74 P	1003.7		**VAIL** 9.2	7516	142.6	2.12	5.26	2.44	8.17
66 P	1012.9		**MARSH** 9.3	7525	133.4	2.03	5.18	2.35	8.09
N 82 Yard Limits	1022.2	TO-R	**MESCAL** 4.6	5691	124.1	f 1.55 AM	5.10 AM	f 2.26	8.01 PM
S 76 IYP	1023.6								
73 P	1028.2		**CHAMISO** 4.3	5695	119.5			2.18	
Yard Limits	1032.5	TO	**BENSON** 3.2	5700	115.2			s 2.08	
113 KWOYP	1032.6								
117 P	1035.8		**FENNER** 5.2	5703	112.0			1.59	
71 P	1041.0		**SIBYL** 2.9	5708	106.8			1.49	
105 P	1043.9		**TULLY** 9.5	5711	103.9			1.45	
	1044.4								
138 P	1053.9	TO	**DRAGOON** 4.4	5721	94.4			f **1.30**	
78 P	1058.3		**MANZORO** 5.6	5725	90.0			1.07	
86 P	1063.9	TO	**COCHISE** 10.8	5731	84.4			f 12.58	
Yard Limits	1074.7	TO	**WILLCOX** 7.9	5741	73.6			s **12.45**	
104 WP									
94 P	1082.6		**RASO** 8.4	5749	65.7			12.25	
113 P	1091.0		**LUZENA** 7.4	5758	57.3			12.12	
Yard Limits	1098.4	TO	**BOWIE** 8.2	5765	49.9			s 12.01 PM	
230 BKWYP									
110 P	1106.6		**OLGA** 7.6	5773	41.7			11.48 AM	
105 WP	1114.2	TO	**SAN SIMON** 7.6	5781	34.1			s 11.39	
105 P	1121.8		**VANAR** 7.1	5788	26.5			11.30	
105 P	1128.9	TO	**STEINS** 3.8	5796	19.4			f 11.18	
135 P	1132.7		**MONDEL** 8.1	5799	15.6			11.10	
105 P	1140.8		**GARY** 7.5	5807	7.5			11.03	
Yard Limits BKWDYP	1148.3	TO-R	**LORDSBURG**	5815	0.0			10.55 AM	
			(162.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
						5	1	39	3

Automatic Block Signal System

No. 1 Track

Benson: First track south of main track east of station, capacity 66 cars, is designated No. 2 track, and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	986.6	P. F. E. Yard.....	5654

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc. are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
1	Coolidge	35 MPH	Daily			To dispatch U.S. Mail
1	Coolidge	Flag	Daily	Colton	East of El Paso	-
1	Chandler	Flag	Daily	Colton	El Paso	-
1	Mesa	Flag	Daily	Palm Springs	El Paso	-
2	Mesa	Flag	Daily	El Paso	Colton	-
2	Chandler	Flag	Daily	El Paso	Colton	-
2	Coolidge	25 MPH	Daily			To dispatch registered U.S. Mail
3	Coolidge	35 MPH	Daily			To dispatch U.S. Mail
3	Coolidge	Flag	Daily	Colton	El Paso	-
3	Chandler	Flag	Daily	Palm Springs	Kansas City	-
3	Mesa	Flag	Daily	Colton	El Paso	-
4	Mesa	Flag	Daily	El Paso	Colton	-
4	Chandler	Flag	Daily	Tucumcari	Colton	-
4	Coolidge	Flag	Daily	El Paso	Colton	-
5	Picacho	Flag	Daily	Any station on Gila line		-
5	Picacho	Flag	Daily	Colton		-
5	Toltec	Flag	Daily	Yuma	Tucson	-
5	Tacna	Flag	Daily			To exchange U. S. Mail only when flagged by mail messenger or requested by express messenger
6	Tacna	Stop	Daily			To exchange U. S. Mail in locker box
6	Toltec	Flag	Daily	Tucson	Yuma	-
6	Rillito	Flag	Daily		Colton	-
39	Horn	Stop	Daily			To exchange U. S. Mail in locker box
40	Horn	Stop	Daily			To exchange U. S. Mail in locker box

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on Pages 2, 3, 6 and 7.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "M" for middle may be used by trains in either direction. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—WELLTON SUBDIVISION

RULE 82-A. Eastward second-class and extra trains originating at Yuma (except trains handling passenger equipment only) will register by ticket and obtain clearance at East Yard, and need not register or obtain clearance at Yuma, but must receive proceed signal from yardman (white flag by day and green light by night) before entering eastward main track, as indication that no first-class train is due, or that proper protection to the rear has, and will be provided until rear of train has entered eastward main track, after which protection to the rear must be provided by train crew if train stops or is delayed. Indicators and signals may be displayed Yuma to East Yard on instructions from yardmaster, who will obtain this information from train-order operator before authorizing display of indicators and signals. Conductors will show on margin of train register ticket thrown off at East Yard the time watch was compared with standard clock. Operator will enter this information on train register.

RULE 83. Identification may be made by eastward trains on double track between Yuma and East Yard, and between Phoenix and Phoenix Yard, to be applied at end of double track. Reduce speed sufficiently to permit identification, and will sound signal 14 (k).

RULE 83-A. At the following stations, only trains indicated will register:

East Yard.....Westward trains entering yard tracks.
East Yard.....Eastward second-class and extra trains.
Phoenix.....Trains originating or terminating.
Phoenix Yard.....Trains originating or terminating.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

East Yard.....Westward trains entering yard tracks.
East Yard.....Eastward second-class and extra trains.

RULE 105. Following tracks are designated for use as sidings:
Fowler.....Track north of main track.

RULE 221. East Yard is train-order office for eastward trains only. Signal arm for westward movement has been removed.

Trains originating or terminating Phoenix are not required to obtain clearance at Phoenix Yard.

Trains originating or terminating Phoenix Yard are not required to obtain clearance at Phoenix.

RULE D-251. Applies to the following tracks:

Westward track, East Yard to Yuma. Westward freight trains and engines must receive proceed signal from yardman (white flag by day, green light by night) before leaving East Yard, and before passing Signal 7331.

Both tracks between Phoenix and Phoenix Yard.

SPECIAL INSTRUCTIONS—PICACHO SUBDIVISION

RULE 83. Identification may be made on double track between Stockham and Tucson; Phoenix and Phoenix Yard; to be applied at end of double track; and on second main track between Phoenix Yard and Kendall, to be applied at Kendall. Reduce speed sufficiently to permit identification and will sound signal 14 (k).

RULE 83-A. At the following stations, only trains indicated will register:

Phoenix.....Trains originating or terminating.
Phoenix Yard.....Trains originating or terminating.

RULE 97. Extra trains must not run via Creamery Branch unless train order so specifies.

RULE 105. Following tracks are designated for use as sidings:
Mesa.....Track south of main track.
Picacho.....Track north of main track is north siding.
Track south of main track is south siding.
Westward trains required to take siding will use south siding, unless otherwise directed by letter-type indicator on Signal 9391.

RULE 221. Trains originating or terminating Phoenix are not required to obtain clearance at Phoenix Yard.

Trains originating or terminating Phoenix Yard are not required to obtain clearance at Phoenix.

Trains must obtain clearance before leaving Tempe on Creamery Branch.

Stockham is train-order office for westward trains only. Signal arm for eastward movement has been removed.

RULE D-251. Applies to the following tracks:
Both tracks between Phoenix and Phoenix Yard.
No. 1 Track from PFE Yard to end of No. 1 Track, Tucson, and westward track from Sixth Ave. interlocking to Stockham. Extra trains and engines must receive proceed signal from yardman (white flag by day, green light by night) before leaving PFE Yard, and before passing Park Ave., Signal 9843, and Sixth Ave.

SPECIAL INSTRUCTIONS—BOWIE SUBDIVISION

At open train-order offices trains may register by ticket as follows:
Mescal.....All trains.

RULE 105. Following tracks are designated for use as sidings:
San Carlos.....Track north of main track, opposite station.
Benson.....Track north of main track.

RULE 82-A. Regular trains and sections of schedules authorized on Bowie Subdivision or Mescal Subdivision of Rio Grande Division are authorized to assume corresponding schedules or sections of schedules on Bowie Subdivision at Mescal without clearance.

Westward trains may leave Mescal without clearance if cleared by train-order signal.

RULE 83-B. When a regular train is checked on Bowie Subdivision or Mescal Subdivision of Rio Grande Division, it will not be necessary to check the register at Mescal against the same train.

RULE D-97-A. Will apply on No. 1 Track and No. 2 Track between Tucson and Mescal, except that extra trains must obtain clearance, or proper train-order signal, or permission from train dispatcher before using either track.

RULE D-151. Westward trains will use No. 1 Track, Mescal to Tucson, and eastward trains will use No. 2 Track, Tucson to Mescal, under double track rules.

RULE 204-A. Trains to or from Bowie Subdivision moving to or from Mescal Subdivision, with the same conductor and engineer operating through Mescal, may be issued train orders or clearance on one subdivision that affect their movements on either, or both subdivisions.

RULE 221. Globe Branch trains must obtain clearance before leaving Bowie.

Westward trains not cleared by train-order signal at Mescal will receive clearance over initials Rio Grande Division chief train dispatcher and may include train orders issued by either or both Divisions.

Eastward trains leaving Tucson for Mescal Subdivision must receive clearance over initials Tucson Division chief train dispatcher and may include train orders issued by either or both Divisions.

Clearance for schedules and sections moving via Mescal Subdivision will authorize such trains through to Douglas.